

shall have been sufficiently consolidated, or the wooden rails decayed.

"5th. That the stone rails be supported and confined by rubble, or broken stone, which are to embrace the bottom and sides, and with the latter form a covering for the road-bed impervious to water, and of course render the foundation inaccessible to frost.

"6th. That the wooden rails be supported and confined by sleepers, laid transversely of the road, and furnished with notches fitted for the reception of the rails, and keys to confine them; to these rails the iron plates, as before described, are to be attached by means of nails or wood screws.

"The cost of a road, constructed in this manner, may be safely estimated at the following rates per mile:

Clearing, grubbing and grading, deep cuts, embankments, bridges and culverts, included,	\$7,000
Stone rails for a double rail road, laid, dressed and fitted for the reception of the iron plates, at 20 cents per foot run, for each rail,	4,224
Wrought iron plate rails $\frac{1}{2}$ by $2\frac{1}{4}$ inches, amounting to 36 tons per mile, at \$80 per ton,	2,880
Cost per mile of a Macadamized pavement,	1,000
For laying and levelling rails,	500
Contingencies,	300

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Aggregate cost per mile, \$16,000

"The actual cost per mile of the national road, westward of Wheeling, all things included, is about \$7,000 per mile; and it is confidently believed that the average cost of preparing the bed of the contemplated rail road, exclusive of covering of any kind, will not exceed that amount."

This estimate, from an examination of its items, will be found to be very liberal; and as the committee are informed, in some of these considerably exceeds the sum for which contracts have been offered to the company. Apart from the high character of the gentleman by whom it has been prepared, and which is of itself sufficient to give credence to it, it will be found to derive high probability from considering the cost of such Rail Roads as have been constructed in England, and in this country. In England there are many items which enter largely into the cost of construction, which either will not exist at all in this instance, or will make a very inconsiderable part of the expenditure, such as the cost of land, timber, stone, and some other materials, and many other expenditures preliminary to the location of the road, or which are the incidents of its construction, such as the building of fences, &c. Yet with all these causes of enhancement of the cost, it appears, from the statements of a writer in the Quar-